Has this happened to you?

Typical Issues encountered with Factory/OEM Pumps:

- **Woodruff key issues** in the earliest designs that caused pump & engine gear housing failures

- **Straight key/impeller** design and the problems with wear, installation and rear plate failure when the key moves aft and grinds on it

- **Shaft failures** due to defective snap-ring groove design and/or material

- **"Spinning Saw"** wear plate - how could anyone have come up with this holding method design for locking the inner wear plate in place? Poor design, poor results.

- The dreaded **"Spinning Cam Syndrome"** Caused 100% by a cheesy cam screw and poor material choice design

- **Premature water seal failures** Poor choice as to design and style of seal. If I said that 90% of every OEM pump develops a leaking water seal before 500 hours, I'd be lying. I think it is really closer to 98%... Love those warranty dollars though!!

- **Alloys the factory/OEM call "bronze or brass"** Did someone flunk Metallurgy 101? Their cams and wear plates just seem to "go away". I always thought that making seawater resistant bronze/brass alloys was figured out long before we were all born!

Don’t let this happen to you!

Always replace with a genuine SMX Seawater Pump!

**SMX SEAWATER PUMPS**
for Cummins Marine Diesels
Exclusively from Seaboard Marine

- Superior design over OEM pumps
- Direct Replacement on most early 6BTA, all B & C Series Diamonds & all QSB Cummins marine diesel engines
- Easily serviced or rebuilt using common tools
- Proven "Detroit" type mechanical water seal
- Superior high quality stainless steel and bronze alloys used throughout design

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**SMX Seawater Pump Features**

- Exclusive design for **100% "PLUG & PLAY"** replacement on all Cummins B & C Diamonds and QSB 5.9 & 6.7
- **Triple bearing design** using engine oil for bearing lubrication on the SMX 1730. Our SMX QSB pump has sealed bearings with an exclusive "emergency lube" zerk for annual "one pump" greasing
- Genuine AQ-19 SS pump shaft has been upgraded to a **unique one-piece design** and has only one cir-clip providing considerably more strength
- Made from proven seawater resistant alloys of **bronze, brass & stainless steel** - no "JUNK" metals
- **Exclusive double-screw cam design** eliminates any chance of the dreaded "Spinning Cam Syndrome"
- Exclusive 316 SS **inner wear plate & locking design** eliminates "Spinning Saw" wear plate failures
- Simple rebuilds using **commonly available tools**, bearings & seals
- **Documented 3000+ hour "real life application"** on cams, wear plates and other internal wear parts
- Special intake and outlet ports available for **"custom installs"** or early engine upgrades

**SMX Seawater Pump Parts & Impellers**

- **Replacement Impellers for most:** Sherwood, Jabsco, Cummins, Caterpillar, John Deere, Detroit, Yanmar & Others
- Impellers made from synthetic based neoprene impervious to greases - allows for simple installation
- Impeller profiles redesigned for increased flow and durability
- Cams forged from alloy JIS-H-3250-C3771 with redesigned profiles - no "junk" metal!
- Impeller Hubs machined and broached from SAE C45400 - "Naval Brass"
- Wear & backing plates made with "wear resistant" 316L SS
- **SMX inner wear plate with one piece locking design and pressure balance compensation**
- **SMX shafts use "triple bearing" design for superior support**
- All shafts are machined from AQ19 or SS 316LN nitrogen strengthened stress relieved Stainless Steel

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www.sbmars.com

**SMX QSB 5.9 & 6.7 Seawater Pump**

- **Exclusive design for 100% "PLUG & PLAY"** seawater pump replacement on all Cummins QSB 5.9 and the new QSB 6.7 Titan models
- **Exclusive SMX Designs**
  - High strength AQ19 shaft with triple bearing support
  - No cir-clip groove in the highly stressed bearing area
  - Proven "Detroit" type mechanical water seal
  - Easily serviced or rebuilt using common tools
  - "Off the shelf" bearings and seals - nothing proprietary
  - Emergency lube zerk fitting - normal service requirements are one "pump" per 200-300 hours
  - Screw-on front pulley hub with extended taper nose for easy belt servicing or pump rebuilding
  - Uses readily available factory 27000/OEM impeller or our "Super 27" with our new puller design (always included with a purchase of or pump)
  - Superior high copper low zinc bronze alloys used in both the body and cam, unlike the standard factory/OEM pump
  - SS 316 anti-spin inner wear plate easily lasts 4000 hours with superior wear and abrasion resistance
  - Impeller cam with improved profile for better water flow and our exclusive double screw lock eliminates the "Spinning Cam Syndrome"
  - Backed up by an exclusive 24 month "no hassle" pump exchange policy

**Volume Pricing Available! Call 800-200-BOAT Ask for Tony**